

STAGE IA CULTURAL RESOURCES SURVEY
LITERATURE SEARCH
AND SENSITIVITY ANALYSIS
QUANTA RESOURCES CORPORATION SITE
EDGEWATER, BERGEN COUNTY, NEW JERSEY

■
Prepared for
CH2M HILL
PHILADELPHIA, PENNSYLVANIA

By
JOHN MILNER ASSOCIATES, INC.
PHILADELPHIA, PENNSYLVANIA

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CH2M HILL
1717 Arch St. Suite 4400
Philadelphia, PA 19103

By

Matthew D. Harris
Patrick J. Heaton, RPA
Wade P. Catts, RPA

John Milner Associates, Inc.
1216 Arch Street
Philadelphia, Pennsylvania 19107

2007

MANAGEMENT SUMMARY

John Milner Associates, Inc. (JMA) was retained by CH2M HILL to conduct a Stage 1A cultural resource literature search and sensitivity analysis for archeological sites and standing cultural resources within the Quanta Resources Corporation (QRC) site in Edgewater, Bergen County, New Jersey. The information and recommendations contained in this report are intended to assist CH2M HILL, the EPA, and the New Jersey State Historic Preservation Officer (SHPO) in evaluating the effects of the Project on historic properties.

JMA's Stage 1A report details the reconnaissance of the Area of Potential Effect (APE), labeled as Operational Unit 1 (OU1), and surrounding parcels associated with the QRC site. The Project Area (55 acres) includes the remediation of environmental contaminants from the OU1 area and the potential for future impacts on adjoining parcels. The stage 1A study included background research, review of information on previously recorded cultural resources in and near the Project Area, and a field reconnaissance of the study area by cultural resources professionals.

Within a one-mile radius of the Project Area, six architectural resources have been listed or determined eligible for listing on the National Register of Historic Places (NRHP). Of these NRHP properties, one is situated within the Project Area on the former Spencer Kellogg and Sons, Inc. company property adjoining OU1. Determined eligible in June 1984, the Spencer Kellogg and Sons, Inc. pier and transit shed have since been razed and rebuilt as a two-story parking garage and thus, in JMA's opinion, is not an eligible property. South of OU1 the Spencer Kellogg and Sons, Inc. production and pressing plant was determined to be ineligible for the NRHP in 1984. Presently owned by 115 River Road, LLC the former Spencer Kellogg and Sons, Inc. production and pressing plant complex currently functions as office suites and retail space. Given the altered condition of the Spencer Kellogg and Sons production and pressing plant structures and the location of the proposed impacts on OU1, it is the opinion of JMA that the proposed mitigation treatment will not adversely affect any known NRHP eligible or listed resources.

Analysis of historic cartography and aerial images identified five potentially historic structures within the Project Area. One of these buildings, the Spencer Kellogg and Sons, Inc. production and pressing plant (mentioned above), is located on the southern border of OU1 and has already been discussed. The remaining four buildings are located on tax parcels 93.1, 93.1.01, 93.1.02, and 93.3.04, across New River Road to the west of OU1. JMA recommends that an intensive-level architectural survey may be necessary on tax parcel 93 after the locations and methods for future remediation activities in this area have been determined.

No previously recorded Native American or historic-period archeological sites are known to exist in or near Project Area or within OU1. Based on the results of this Stage 1A study, it is JMA's opinion that the potential for archaeological remains within the APE and Project Area is very low to nil. An intensive-level architectural survey of the Project Area has not been conducted.

In summary, proposed remediation activities confined within OU1 will not adversely affect any significant archeological or historical resources. However similar mitigation, if carried out on tax parcel 93, may affect potentially significant historic resources. If proposed remediation activities could result in a visual impact or change to the setting of a potential historic structure within the Project Area, then JMA recommends that an intensive-level architectural survey be conducted to

determine if any historically or architecturally significant structures or properties are present on tax parcel 93 that could be affected by the proposed remediation activities.

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1.0 INTRODUCTION

1.1 PURPOSE AND GOALS OF THE INVESTIGATION

John Milner Associates, Inc. (JMA) completed a Stage 1A Literature Search and Sensitivity Study of the former Quanta Resources Corporation (QRC) Site Project Area for CH2M HILL (Figure 1). Remediation of environmental toxins is proposed at the former Quanta Resources Corporation Site (QRC) in accordance with the United States Environmental Protection Agency's (EPA) Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund. The information and recommendations contained in this report are intended to assist CH2M HILL, the EPA, and the New Jersey State Historic Preservation Officer (SHPO) in evaluating the effects of the Project on historic properties.

The proposed undertaking at the QRC site is federally permitted, licensed, or funded and subject to compliance under Section 106 of the National Historic Preservation Act, and its implementing regulations – 36 CFR Part 800. JMA's Stage 1A Literature Search and Sensitivity Study was governed by the 1988 guidelines provided by the Environmental Protection Agency – Region II (EPA) for CERCLA/SARA remediation actions. As defined by the EPA manual, a Stage 1A Study requires comprehensive documentary research designed to identify known or potential historical, architectural, and/or archeological resources within the Project Area (EPA 1988:2.4.5). The primary objective of the study was to evaluate the differential sensitivity of the Project Area for the presence or absence of cultural resources, information that may be used to guide Stage IB field investigations or Stage II survey (if found necessary). As outlined in the EPA manual, the Literature Search may include examination of sources at the State Historic Preservation Office (SHPO), universities, local libraries, museums, historical societies, etc. In addition, the nature and extent of the proposed project is evaluated, an initial walk-over reconnaissance and surface inspection is completed, and the effect of prior ground disturbance on the probability of identifying cultural resources is assessed.

All research, fieldwork, and report preparation were conducted in accordance with the New Jersey Historic Preservation Office's *Guidelines for Phase I Archeological Investigations* (NJHP 2004) and *Guidelines for Preparing Cultural Resource Management Archeological Reports* (NJHP 2000), the Environmental Protection Agency's CERCLA/SARA remediation guidelines of 1988 (EPA 1988), and the *Guidelines for Architectural Survey* issued by the New Jersey Department of Environmental Protection (Splain n.d.).

Currently the extent of physical impacts that may result from the proposed remediation efforts at OU1 are unknown. It is assumed that earth-moving activity will be widespread and the removal of former industrial features will be complete. At the request of CH2M HILL, properties adjoining OU1 were included as part of JMA's Stage 1A background research and archeological sensitivity study. Future remediation activity may be undertaken on these properties. For this study, the area of potential impact (APE) is understood as OU1, while the Project Area refers to OU1 and the adjoining properties (Figure 2).

1.2 SITE LOCATION, DESCRIPTION, AND BACKGROUND

The QRC site is located at 163 River Road, Edgewater, Bergen County, New Jersey. The focus of current environmental toxic remediation is a plot of land designated by CH2M HILL as Operational Unit 1 (OU1). OU1 is confined to tax parcel block 95 lot 1 of the current Project

Area and approximately 6 acres in size (Figure 3). Beginning in approximately 1878, this location was the site of various industrial activities utilizing petroleum products. These activities included the manufacture of coal tar, asphalt, roofing material, and beginning in 1974 the storage and recycling of waste oil. Materials for these industrial activities were stored on site in 61 above ground storage tanks and 10 or more underground storage tanks. Removal of these tanks and the interconnecting pipe system was conducted under EPA supervision from 1984 to 1988.

OU1 is currently an undeveloped parcel surrounded by a chain link perimeter fence (Plate 1). The surface of OU1 is sparsely covered with stands of small trees and tall grass. Much of the surface area of OU1 is exposed gravel. Signs designating this area as a hazardous Superfund site are present and prominently displayed. Fifty-five gallon drums and large dumpsters are present within OU1 (Plate 2). Remnants of the property's former industrial presence are evident in a few steel footing set in concrete pads (Plate 3). On all sides except for the southern margin, OU1 is as much as six to ten feet below the surrounding grade (Plate 4). The area surrounding the OU1 is currently undergoing extensive commercial and residential redevelopment.

The QRC site is bordered to the north by the former Celotex Industrial Park, to the east by the Hudson River (roughly opposite West 93rd Street, Manhattan), to the south by the former Spencer Kellogg property, and to the west by "old" River Road (a local commercial thoroughfare). "New" River Road is located east of its former location and cuts across the western portion of the QRC site. Residential housing overlooks the site from atop the New Jersey Palisades cliffs which are located west of the site at a distance of approximately 500 yards (Petrix et al. 2002).

As specified by CH2M HILL, the Project Area included in this Stage IA study includes OU1 and the surrounding parcels. The resulting Project Area encompasses approximately 55 acres. This parcel is bordered on the north by "The City Place Promenade" a mixed retail and residency complex on the former Celotex Industrial Park (Plate 5). To the south OU1 is bordered by 115 River Road Office Complex (Plate 6). The collection of stores and services of this complex are housed in the adaptively reused shell of the former Spencer Kellogg and Sons, Inc. linseed oil mill. The former pier and transit shed of this property has been rebuilt as a car parking facility (Plate 7). The western edge of OU1 is bounded by River Road. This road follows the right-of-way of the old rail system that supported the Project Area's industry. River Road is aligned approximately 400 ft east of Old River Road, the former commercial corridor of the area. Forming the island between the River Road alignments is tax parcel block 93, part of the former Barrett Manufacturing Company and Spencer Kellogg and Sons, Inc. properties. Beginning around 1912, this parcels with used primarily for barrel storage sheds of the Barrett Mfg. Co. and an industrial building of unknown use belonging to the Spencer Kellogg and Sons, Inc.

2.0 RESEARCH METHODS

2.1 ARCHIVAL RESEARCH

Primary and secondary sources were examined in order to document the environmental setting of the Project Area, develop historic contexts for understanding potential cultural resources in the Project Area, and assess the likelihood that the Project Area contains archeological resources. These sources included both written and cartographic documents relating to the past and present environmental conditions and human occupation of the region.

Information concerning previously recorded archeological sites in the vicinity of the Project Area was acquired from the site files of the New Jersey State Museum (NJSM) and New Jersey Historic Preservation Office (HPO). JMA personnel reviewed national, state, and local inventories of previously recorded architectural and historic resources in order to identify any historically significant properties in the vicinity of the Project Area. This review included checks of the National Register of Historic Places, the New Jersey Register of Historic Places, and the Building-Structure Inventory maintained by the HPO (see Section 4.1).

An examination of the files of the New Jersey Historic Preservation Office (HPO) did not reveal any record of previously recorded archeological sites within one mile of the Project. The New Jersey State Museum was also contacted as part of the literature search. The Museum has advised that no known archeological resources are located within a one-mile radius of the Project.

The files of the New Jersey HPO contained information on several previously inventoried historic and architectural resources in the vicinity of the Project Area. Only one, the Spencer Kellogg and Sons, Inc. Pier and Transit Shed, is mapped in the Project Area, but this resource is no longer extant.

2.1 UPLAND FIELD RECONNAISSANCE

JMA personnel conducted a field reconnaissance of the Project Area on April 2, 2007. The purpose of the field reconnaissance was to assess the degree of previous ground disturbance, evaluate the potential for the Project Area to contain archeological resources, identify any potentially significant above ground cultural resources in the immediate vicinity of the Project Area, and inspect the present condition of previously recorded cultural resources in the Project Area. Documentation included recording observations and photographing significant or informative landscape features. As a component of the site reconnaissance, previously recorded historic properties within and adjacent to the Project Area were examined and photographed to document their present condition.

2.3 GIS ANALYSIS

An archeological sensitivity study was conducted for the current Project Area using Geographic Information System (GIS). Both historic and prehistoric archeological sources were analyzed in this study. The basis for this study is a collection of 30 historic maps, 11 Sanborn fire insurance maps, and 8 aerial photos depicting the study area. The date range of these data sources range from 1776 to 2006. Archival data derived from the New Jersey HPO is also included in this study.

The potential archeological sensitivity for prehistoric resources is derived from known site locations and a reconstruction of the Project Areas geomorphic landforms. Historic and geologic data sources provide the information necessary to assign sensitivity strata across the Project Area. The labels of High, Medium, Low and No sensitivity are assigned to segments of the Project Area based on the sensitivity analysis. Areas indicated as High sensitivity carry the greatest likelihood of containing prehistoric archeological sites and/or artifacts. Medium and Low sensitivity areas carry progressively less probability of containing prehistoric material, but the possibility still exists. No sensitivity is generally a special case scenario. The absence of prehistoric archeological sensitivity can only be assumed if the extent (both horizontal and vertical) of recent disturbance can be adequately documented. Ground disturbance must have occurred to such an extent to render unlikely the survival of potentially significant archeological resources. All levels of sensitivity, excluding the special case of no sensitivity, require some level of field investigation.

Various types of models are used to determine the prehistoric archeological sensitivity of landforms within a Project Area. The type of analysis used depends on many factors including the size and location of the Project Area and the data quality of previously recorded archeological sites. The model used for this study accounted for the developmental history of the Project Area landforms and the extent to which 130 years of industrial activity had affected them. Historic maps, engineering reports, and soils maps are utilized in the analysis of the study area's natural development.

Historic archeological sensitivity is derived from the analysis of the changing built environment over time. The location of all recorded historic residential, industrial, and commercial activity is compiled and cross-referenced to all areas of ground disturbance across time. Areas that demonstrate historic activities, but do not appear to be disturbed are considered sensitive for historic archeological resources. The extent of disturbance and intensity of historic activities are weighted, qualitatively or quantitatively depending on the model used, to determine the level of sensitivity. For this project, high amounts of industrial disturbance and low degrees of potentially significant historic activity lends to a simple qualitative model.

3.0 HISTORIC CONTEXT

3.1 GEOLOGY AND SOILS

Geologically, the QRC site is located within the Newark Basin of the Piedmont Physiographic Province of New Jersey. At the height of the Wisconsin glaciation, ca. 21,000 B.P. (Before Present), northern New Jersey and the New York Metropolitan area were covered by ice. Around 18,000 B.P. global temperatures gradually warmed and the glaciers began the slow process of melting and retreating northward. The Ronkonkoma Moraine, an enormous deposit of mixed sands, silts, clays, and boulders deposited ca. 15,300 B.P., marks the final advance of the glaciers. The Ronkonkoma Moraine forms the southern side of Long Island. A few centuries later the retreating ice paused again, depositing a second band of sediments identified as the Harbor Hill Moraine. The Harbor Hill Moraine extends southwest across Queens from Little Neck Bay, Brooklyn, Staten Island and into New Jersey (Snow 1980: 103; Wolfe 1995: 460).

At the height of the glaciation, sea levels were at least 90 meters below their present level (Funk 1991: 52) and the coast was located as much as 120 miles east of its current position (Cantwell and Wall 2001: 14). The retreat of the glaciers initiated a period of dramatic topographic and ecological change, including a rapid rate of sea-level rise beginning ca. 14,000 B.P. (Marshall 1982: 18). By 6,000 years B.P. sea levels were only about 9 meters below their current position, and continued to rise at a slower rate reaching about 2 meters below present by 2,000 B.P. (Funk 1991: 52).

Currently the QRC site has a surficial layer of fill ranging from approximately 11 to over 25 feet in thickness (Melick-Tully and Associates 2000) containing fine to medium grained sand, silt, cinders, brick, wood, gravel gypsum, cobbles, boulders, and concrete debris. The fill is underlaid by estuarine and saltmarsh deposits (primarily silty/sandy material and organic clayey silts as discontinuous layers or lenses) overlying bedrock. The clay consists of gray to black semiplastic-like soil with areas containing traces of silt, roots, and shell fragments.

3.2 HISTORICAL SETTLEMENT OF EDGEWATER

Edgewater was originally known as Undercliff (Adams 1996:34). Its territory extended from the village of Shady Side to the south and Fort Lee to the north. By the middle of the nineteenth century development along the Hudson River shoreline at Edgewater was limited to either side of a roadway at the base of the Palisades, approximating present River Road (Figure 4). Edgewater's role as a Hudson River port was suggested by the docks that extended into the Hudson River (Figure 2). In the late nineteenth century, the borough included a portion of the village of Fort Lee, as well as Shady Side, Edgewater, and Pleasant Valley (Van Valen 1900:579). The borough was renamed Edgewater in 1895 (Writers' Program 1941:268).

For much of the nineteenth century, Edgewater was largely a farming community whose natural attractions made it a popular destination for New Yorkers (Anonymous 1950). It boasted numerous hotels and taverns to cater to its visitors (Westervelt 1923:353). By the turn of the nineteenth-century Edgewater still remained primarily rural with some more concentrated development west of present River Road (Figure 5). Edgewater was also a fishing center noted for its roadside stands hawking smoked shads and other sea foods, and a minor industrial center with excellent dock facilities (Phillips 1968). The completion of the New York, Susquehanna and Western Railroad tunnel beneath the Palisades in 1894 connected Edgewater with the railroad's main line at Hackensack Meadows. The rail connection through this tunnel (the Edgewater-

Fairview Tunnel) also linked Edgewater with national transportation routes and sparked the growth of industry in the community (Adams 1996:234; Cheslow 1995).

Following the construction of the tunnel, industry developed along the flats on the west side of the Hudson River. One of the first large industries to be attracted to the borough was the Corn Products Refining Company that started production of edible vegetable oils in 1896. This factory continued operations in Edgewater until the mid-twentieth century, and its products included Karo syrup, Kremel dessert, and Argo and Linit starches. Another early factory was Pyle's Pearline Works (Fox 1994:53; Writers' Program 1941:267).

In 1900 Edgewater borough was described as "one of the richest municipalities of its kind in Bergen County." Its population was about 1,500, and large manufacturing establishments dominated its economy. Among them were the chemical works of Goetschius & Morgan; the oil works of John Ellis & Company; the moulding works of Hinnens and Son; as well as a tar works, color works, and iron foundry. Together, these industries provided employment to hundreds of residents (Van Valen 1900:579).

During the first half of the twentieth century a series of large food and agricultural product plants located in Edgewater. The Warner Sugar Refinery, producers of Jack Frost Sugar, was built adjacent to the 125th Street Ferry landing. This company began production in 1908. Archer Daniels Midland and Spencer Kellogg and Sons built plants to receive linseed by ship from Argentina. The former was the world's largest linseed oil factory. The oil produced was shipped throughout the country by rail, and the residual linseed cakes were sent to Belgium for use as an animal feeding supplement. Lever Brothers completed a plant in 1932. Soy bean, cottonseed, and peanut oils were processed, and synthetic detergents were also manufactured. Hill Brothers established a coffee plant in 1940 to take advantage of river transportation for raw green coffee beans (Fox 1994:53-54; Writers' Program 1941:113).

Other factories established in the early twentieth century included the Barrett Manufacturing Company, producer of tar roofing; the marble works of Batterson & Eisele; the Bull's Ferry Chemical Co.; the yarn dying firm of D.A. Higgins & Company; the General Chemical Company; the Hudson Dye Works, a cleaning and dyeing company; the Sinclair & Valentine Company, manufacturers of litho varnish and inks; and the Valvoline Oil Company, a petroleum oils manufacturer. By 1923, plants in the borough employed between 3,000 and 4,000 workers (Westervelt 1923:353).

Some of the country's largest industries also established facilities in Edgewater. The Ford Motor Company assembly plant was built on a long pier extending into the river near the railroad tunnel. Component parts arrived by rail from a Detroit plant, automobiles were assembled in Edgewater and were then sent by ship to foreign markets. In 1941, the plant employed 4,000 workers. In 1951 over 91,000 cars and trucks were built in Edgewater (Writers' Program 1941:267; Fox 1994:57).

The Aluminum Company of American (Alcoa) began manufacturing in an Edgewater plant in 1916. The complex, completed in 1940, had a total of 1,100,000 square feet of heavy manufacturing space and was located on a tract bounded on the north by Russell Avenue, on the south by Vreeland Terrace, on the west by Undercliff Avenue and on the east by River Road. The 160-foot tall building included facilities for both aluminum smelting and manufacture (Fox 1994:57-58). In 1941, the company employed 2,000 people in Edgewater (Writers' Program 1941:267).

Edgewater also was the home port of Seatrain Lines. This container line made use of the direct rail link provided by the train tunnel and also shipped goods manufactured in the borough (Fox 1994:54). The container port provided shipment to and from Central and South American ports. In 1950 approximately 800 of the borough's total population of 4,500 were employed in waterfront industries (Anonymous 1950).

By the middle of the twentieth century the Edgewater waterfront consisted of a series of piers extending into the Hudson and the riverfront lined with industry (Figure 6). Major industries, individually noted on the map, included Lever Brothers, Colgate Palmolive Peet Company, the Aluminum Company of American, and the National Sugar Refining Company. The largest industrial complex, shown adjacent to the railway, was the Ford Motor Company assembly plant.

In the post-World War II era, much of the industry located in Edgewater abandoned the riverfront for more modern facilities located in less urbanized areas convenient to interstate highways. Plants were demolished and their sites remained vacant for considerable amounts of time. The one remaining large industry is Unilever, located on the east side of River Road. In recent years, much of this land between River Road and the Hudson River has been redeveloped as a large shopping center, Edgewater Commons, and a series of condominium complexes. The 1990 population of the borough was 5,001 and this number increased to over 7,600 by 2000 (USCB 1990, 2000).

3.3 EXISTING CONDITIONS WITHIN THE PROJECT AREA

On 22 April 2007 JMA personnel visited and photographed the QRC Project Area including OU1 and the surrounding parcels. OU1 is located on tax parcel block 95 lot 1 in Edgewater, New Jersey. This property is bounded on the north by a parking lot for the "The City Place Promenade" condominiums, to the south by 115 River Road LLC office suites (in the former Spencer Kellogg and Sons, Inc. mill building), to the west by New River Road, and the east by the Hudson River. Surrounded by a chain link perimeter fence, OU1 has a graded surface pocked with clumps of small trees and tall grass. A gravelly surface is evident in exposed areas. Remnant concrete pads and a small number of iron posts are evident protruding from the surface. Groups of fifty-five gallon drums and waste dumpsters were present at the time of this field visit. Previous episodes of leveling, building demolition and the removal of above ground and below ground petroleum product storage tanks have clearly destroyed the integrity of this parcel (Plate 8).

Block 93 lots 1, 2, & 3 are located across New River Road, to the west of OU1. Formerly parts of the Spencer Kellogg and Sons, Inc., Barrett Manufacturing Company, New York Transit Company, and Quanta Resources Corporation, the lots of block 93 were the location of assorted industrial activity. Block 93 lot 1.01 was deeded to Spencer Kellogg from the New York Transit Company in 1905 and according to Sanborn fire insurance maps, was developed sometime between 1911 and 1930 (Plates 9 and 10). According to historic maps and aerial photos, three buildings existed on this lot. Two of these are most likely storage facilities and were removed prior to 1944. The third building is a substantial industry plant of a currently unknown historic function. This building, now owned by Faesy & Besthoff Inc., stands today as manufacturing and/or distribution site for agricultural and industrial chemicals. Much of the historic character of this building remains intact (Plates 11 and 12). This includes trestle work from the former rail system that ran behind the building on tax parcel 2 (Plate 13). Behind the industrial building and across the former railroad is a small triangular building on Lot 3.03 (Plate 14). Constructed between 1940 and 1947, this 2 story building appears to be associated with the rail system and

probably the Faesy & Besthoff building. Possibly acting as a switching or power house, this building is still relatively intact, but deteriorating in condition.

Block 93 Lot 1 holds a structure that appears in the map record at the same time as the structure on Block 93 lot 1.01. Serving an unknown historic function, this building has been heavily altered and now serves as "Jono's Restaurant and Cantina." Modern renovations have greatly altered this building leaving very little historic fabric (Plate 15). Occupying block 93 Lot 1.02 is a small municipal building that may potentially be historic. Based on map data, this building was erected between 1953 and 1968. The lot is owned by the Edgewater municipality. This building functions as a pump house (Plate 16).

The Spencer Kellogg and Sons, Inc. building to the south of OU1 was built c. 1912. The historic fabric of this structure was heavily altered by a recent renovation. Assessed for National Register eligibility in 1984, this building was determined to be in-eligible for inclusion on the NRHP due to the comparably large number of buildings similar in form and function and the lack of machinery to tie in to its industrial past. On the other hand, the steel framed and iron sided transit shed and wooden pier that once facilitated the unloading of cargo were considered eligible for the NRHP by Raber Associates in 1984 (Plates 17 and 18). The transit shed and pier were considered a rare surviving example of a once common structure. Further, the completeness of the conveyer system inside the transit shed linked the building with an industrial context. This structure was removed in the 1990's and a parking garage was built in its place. The remainder of the former Spencer Kellogg and Sons, Inc. property is the site of a parking lot for the office suite now occupying the old processing building. All other historic structures associated with the plant are razed.

To the north of OU1 is the property of the former Celotex industrial park. No historic remnants of the previous industry exist on this property. Luxury condominiums and retail space now occupy this site. The area bordering the northern boundary of OU1 and QRC property is a parking lot for this facility. This parking lot, as well as, "The Promenade" condominiums are built on top of an inactive landfill composed primarily of gypsum board that was once manufactured onsite. OU1 is sited roughly 10 feet below the grade of this property (Figure 3).

4.0 RESULTS

4.1 PREVIOUSLY RECORDED CULTURAL RESOURCES

4.1.1 ARCHEOLOGICAL RESOURCES

Early historic records indicate that the northeastern coastal areas of New Jersey (including the Project Area) contained Native American village sites during the early Contact Period (sixteenth and seventeenth centuries). However, no Late Woodland or Contact Period villages have been excavated or reported in northeastern New Jersey. Archeologists assume that Native American archeological sites that may have existed in this area were either destroyed by historic or modern construction, development, or landscaping activities, or are deeply buried beneath areas of refuse or landfill (Kraft 1991: 214; Kraft and Mounier 1982:141). The results of recent excavations in heavily developed urban areas of New York City support this assertion. While Native American artifacts have been identified during a handful of projects in New York, in each case the prehistoric archeological materials were recovered in deposits of historic landfill or otherwise disturbed contexts (Lenik 1992).

4.1.2 HISTORIC AND ARCHITECTURAL RESOURCES

The cultural resources that have been determined eligible or listed on the National Register of Historic Places (NRHP) within a 1 mile radius of the Project Area include the Alcoa Edgewater Plant, the Ferryboat *Binghamton*, the Ford Assembly Plant and Extension, the Lincoln School, and the Spencer Kellogg and Sons, Inc. Pier and Transit Shed (Table 1 and Figure 7). Each is described below.

Table 1. Properties listed or eligible for the National Register of Historic Places located within the vicinity of the Project Area

Property Name	Status (Listed or eligible)	Criteria for Listing	Current Status	Location (In or Out of Project Area)
Alcoa Edgewater Plant	Listed	Criteria A and C	Demolished	Out
Ferryboat <i>Binghamton</i>	Listed	Criteria A and C	Extant	Out
Ford Assembly Plant and Extension	Listed	Criteria A and C	Demolished	Out
Lincoln School	Determined eligible	Criteria A and C	Extant	Out
Spencer Kellogg and Sons, Inc. Pier and Transit Shed	Determined eligible	Criteria A and C	Demolished	In

Outside of Project Area

Alcoa Edgewater Plant (demolished)

This property is located 0.17 miles north of the northern terminus of the Project Area. At its pinnacle of production this building complex towered 10 stories high and covered 1.1 million square feet, making it the largest aluminum production plant in the world. Dating back to 1915,

the Alcoa Edgewater plant saw numerous phases of expansion until it outgrew its surroundings and closed in 1967. Designed in the "Chicago School" functional style by Edwin Stanton Frickes, the Alcoa Edgewater plant was an architectural standout in design and material. A precursor in the use of glass, steel, and concrete buildings materials, the Alcoa Edgewater plant was a prototype for industrial architecture for years to come and was deemed eligible to the NRHP under criteria A and C. Added to the NRHP in 1978, this property lay dormant for over 30 years until it was demolished in the 1990's. Luxury condominiums have been erected in its place.

Ferryboat Binghamton

This property is located 1.0 mile north of the northern terminus of the Project Area. Built in 1905 and listed on the NRHP in 1982 under criteria A and C, the *Binghamton* is the last remaining vessel of six that were built by the Newport News Shipbuilding & Dry Dock Company, Newport News, Virginia, for the Hoboken Ferry Company of Hoboken, New Jersey. Built identically at 187.5 feet long, the design of the *Binghamton* and its sisters was revolutionary for the time. Created to transport people and freight, the *Binghamton* was double ended with two pilot houses and the ability to load and unload passengers from both the upper and lower deck. The total passenger capacity for the voyage from Hoboken, New Jersey to Lower Manhattan, New York City, New York was 986 commuters. While initially the *Binghamton* was primarily used by commuters the opening of a subway beneath the Hudson River in 1908 diverted travelers. Similarly, the *Binghamton* and its sister fleet further lost passengers with the opening of the Holland Tunnel, George Washington Bridge, and Lincoln Tunnel all between 1927 and 1957. The *Binghamton* finally ceased work in 1967. In 1975 the *Binghamton* was permanently moored in Edgewater, New Jersey and converted into Binghamton's restaurant. Altered to accommodate a kitchen, banquet hall, and nightclub, the *Binghamton* still retains its original character.

Ford Assembly Plant and Extension (demolished)

This property is located 0.11 miles north of the northern terminus of the Project Area. Designed in 1929 by the famed industrial architect Albert Kahn, the Ford Assembly Plant in Edgewater, New Jersey was the most advanced and efficient automobile assembly plant of its time. Built in 1930, after the decentralization of the Detroit automobile industry, the Ford Assembly Plant occupied 38 acres of marsh and unimproved land. Kahn designed this building to take full advantage of the existing rail line system, deep water frontage and expanse of open land. At nearly 950,000 square feet, the Edgewater plant was 2 stories tall and constructed of glass, steel, and brick.

By its final day of operation (15 July 1955), the Ford Edgewater Assembly Plant had produced over 1.8 million vehicles. Shortly after 1955, the once state-of-the-art machinery was removed leaving the building complex empty. For the next 30 years, the complex deteriorated. In the 1980's redevelopment interests invested in the site. This triggered the site's listing on the NRHP in 1983 under criteria A and C. By the 1990's the complex had been demolished. The Independence Harbor condominium complex is now built on this site.

Lincoln School

This property is located 0.5 miles northwest of the western terminus of the Project Area. Unfortunately, very little documentation is available NJ HPO concerning the Lincoln School. From what is known, this 3.5 story structure sits on the northeast corner of Day and Anderson Avenues in Fairview, New Jersey. This building represents a good example of early twentieth century public school architecture and is still standing today. The NJ HPO determined this property was eligible for inclusion on the NRHP in 1978 under criteria A and C.

Within Project Area

Spencer Kellogg and Sons, Inc. Pier and Transit Shed (demolished)

This resource was located within the Project Area, along the southern boundary of OU1. Determined eligible for inclusion on the NRHP in 1984 under criteria A and C, the transit shed and pier were part of the larger Spencer Kellogg and Sons, Inc (SKS) building complex. Erected between 1909 and 1912, the production and storage facilities of the SKS complex predate the 1915 pier and transit shed. Established to take advantage of the renewed import of flaxseed from Argentina begun in 1909 the SKS Company and rivals Archer-Daniels Linseed Company and Midland Linseed Products Company set up plants along the waterfront in Edgewater, New Jersey. Low taxes, the undeveloped shore line, and the developing railroad and transportation infrastructure were qualities that drew these oilseed processing companies to the area.

The initial phase of construction in 1909 included infilling successive bulkheads to extend the shoreline by at least 250 feet east into the Hudson River. The original building configuration included a stand-alone pressing plant, a nearly 500 ft long production building including barrel filling and seed elevators, and a power house. In addition, there was a detached boiler house and numerous oil storage tanks. The pressing plant was the main location for the production of linseed oil and linseed cake. Additions to the processing floor and construction of the 435 ft pier and transit shed brought the total length of the complex to nearly 1200 ft by 1930. The main production floor, storage tanks, and pressing plant were built on a narrow east-west trending plot adjacent to the edge of the Hudson River.

Due to the production of linseed oil, the main machinery in the pressing house was the hydraulic press, machines that were very common for their time. At full production by 1924, the SKS processing plant and additions to the production plant included 190 hydraulic presses making SKS the largest linseed oil production site in the United States. The introduction of mechanical screw presses and expeller presses in the 1930's added efficiency to the linseed production line. However, the commercially salable linseed cake was no longer a byproduct of the production process. As flaxseed imports became scarce after WWII, the SKS Company turned some of its older hydraulic presses to the production of Castor Oil from imported castor beans, and the processing byproducts were used to create fertilizer.

After 1954, the lack of foreign flaxseed production, the abundance of domestic flaxseed availability, and high labor costs made the linseed oil business difficult to manage. By the 1960s Archer-Daniels-Midland closed their plants in the Edgewater area and Spencer Kellogg and Sons, Inc. was reduced to a limited production of castor oil. Bought by Textron, Inc. in 1961, the southern third of the Spencer Kellogg and Sons, Inc. property was razed. This area included the original pressing plant and castor bean processing facilities. Operating in the original production plant, Textron, Inc. continued limited on-site oil production in the 1980's.

In 1984 Raber Associates recommended that the transit shed and pier of this complex be found eligible for listing on the NRHP under criteria A and C. This recommendation was followed by a Historic American Engineering Record survey in 1985. Waterfront development was attempted at this property throughout the late 1990's. In 1996 the New Jersey Department of Environmental Protection concluded that the pier and transit shed had been altered and possibly no longer exhibited their historic character. In 2004, MB Edgewater LLC purchased the property and converted the 3 story brick production building, boiler house, and electric cooker building into office suites and retail space. Very little of the original historic fabric of the building was

retained. Additionally, the location of the pier and transit shed were rebuilt as a two story parking garage.

The significance of the pier and transit shed as documented by Raber was the fact that it represented a rare surviving example of a once common steel-framed, iron-sided transit shed atop a wooden pier. The transit shed retained much of the original conveying equipment, a fact that contributed to its historical significance. The combination of rarity and the intactness of the physical industrial context led to the designation of eligibility. Raber states that while the upland processing facility remained mostly intact; it was not particularly rare and lacked processing equipment. The construction of new wooden piers and new concrete deck noted in the 1996 letter from the DEP indicate that the original context of the pier and transit shed were most likely already gone by this point. The construction of the current parking garage clearly destroyed any significance retained in the elements of the former structure.

4.2 GIS ANALYSIS RESULTS

4.2.1 Prehistoric

Map and environmental data indicate that the stretch of land east of the Old River Rd. is primarily historic fill. The amount, depth, and heavy disturbance of the fill within study area preclude the existence of prehistoric archeological deposits.

United States Geologic Survey map HFM-43 (Figure 8) depicts areas of the *Harlem* quadrangle that are composed of historic fill. The entire study area is shaded to indicate an area of historic fill. Early maps of the study area dating from the eighteenth and early nineteenth centuries depict the palisade wall to the west of the Project Area as the western shore of the Hudson River (Figures 9 and 10). It is possible that a small shelf of land existed in the study area at the time of these maps, but area for stable habitation is very unlikely.

Further evidence for the degree of historic fill is gained from a geotechnical investigation conducted for the construction of the Promenade condominiums and mall by Melick-Tully and Associates (2000). Melick-Tully and Associates indicate that the sediments of the study area are composed of a surficial layer of fill 11 to over 25 feet in thickness. This fill is composed of various industrial and construction materials including sand, silt, brick, wood, concrete, boulders, and gypsum. Laying below this fill is a marine marsh deposit composed of silty/sandy sediments and organic clays. Bedrock underlies the marsh deposit.

4.2.2 Historic

A map analysis using aerial photographs and Sanborn fire insurance maps from 1900 to the present indicate that numerous buildings have been erected and razed in now open portions of the Project Area. However, the depth and consistency of land-change, construction, and fill has rendered these areas unlikely to hold historic archeological deposits. The small areas within block 93 that are indicated as less disturbed do have the possibility of containing archeological remnants of the former industry. However, it is the opinion of JMA that the industrial buildings that occupied this area are not considered to have any potential historic significance. Any existing archeological deposits associated with these buildings are considered to unlikely to be eligible for listing on the NRHP under any criteria (Figure 11).

Six potentially historic structures are extant within the Project Area (Figure 12). These buildings include, the former Spencer Kellogg and Sons production plant, Jono's Restaurant and Cantina, the Faesy & Besthoff Inc. chemical manufacturing/distribution building, the two-story brick building behind Faesy & Besthoff Inc. on lot 3.04, the municipal pump house on tax parcel block 93, lot 1.02, and the re-surfaced pier on the former Celotex property. Historic documents and map analysis show that the Spencer Kellogg and Sons Inc. plant, the Faesy & Besthoff Inc., Jono's Restaurant and Cantina, and the brick building on lot 3.04 were built between 1911 and 1930. The remaining two structures, the pump house on lot 1.02 and the pier on the former Celotex property were constructed by 1940 and potentially resurfaced between 1953 and 1961. This pier is much deteriorated.

5.0 CONCLUSIONS AND RECOMMENDATIONS

No properties currently listed on the State or National Registers of Historic Places are present within OU1 or the greater Project Area where remediation activities are proposed. A single property previously determined to be eligible for the National Register—The Spencer Kellogg and Sons, Inc. Pier and Transit Shed—is located within the Project Area, on the southern edge of OU1. The Spencer Kellogg and Sons, Inc. pier and transit shed were determined eligible under criteria A and C in 1984. In the intervening 23 years, the pier and transit shed were razed and rebuilt as a two-story parking garage. The resource now lacks integrity and thus, in JMA's opinion, is no longer considered an eligible property. South of OU1 the Spencer Kellogg and Sons, Inc. production and pressing plant was determined to be ineligible for the NRHP in 1984. The files of the New Jersey Historic Preservation Office and the New Jersey State Museum were consulted and no previously recorded archeological sites are known to exist in or near the Project Area.

Analysis of historic cartography indicates the presence of four previously unknown historic architectural properties within the Project Area. The on-site reconnaissance indicated that these four buildings are intact and do retain historic fabric. These buildings are present within tax parcel block 93, across New River Road, to the west of OU1. It is our understanding that there are no current remediation plans for this parcel. This parcel was included in the Project Area at the client's request, for the purpose of future planning purposes. JMA recommends that an intensive-level architectural survey may be necessary on tax parcel 93 after the locations and methods for future remediation activities in this area have been determined.

There is no potential for the presence of intact prehistoric archeological remains within OU1. Further, it is highly unlikely that construction and operation of proposed remediation in the Project Area will impact significant prehistoric archeological deposits. Based on the findings of the historic archeological sensitivity analysis, there is no potential for the presence of significant historic archeological resources in OU1. JMA recommends that no further archeological investigations are necessary or warranted within OU1.

Within the Project Area, historic sensitivity analysis demonstrates that a small area of block 93 contained buildings in the early twentieth century. Disturbance to this area is limited to filling. Further, the lack of structures prior to the twentieth century and the ancillary utilitarian nature of the known buildings on block 93 diminishes the likelihood of significant historic archeology deposits. Therefore, JMA recommended that no archaeology investigation is necessary in the Project Area.

In summary, proposed remediation activities confined within OU1 will not adversely affect any significant archeological or historical resources. However similar remediation, if carried out on tax parcel 93, may affect potentially significant historic architectural resources. If proposed remediation activities could result in a visual impact or change to the setting of a potential historic structure within the Project Area, then JMA recommends that an intensive-level architectural survey be conducted to determine if any historically or architecturally significant structures or properties are present on tax parcel 93 that could be affected by the proposed remediation activities.

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Figures



Figure 1. Project Area location, detail Central Park, N.Y.-NJ. 7.5 minute quadrangle (USGS 1966; photorevised 1979).



Figure 2. Boundaries of Project Area and Operational Unit 1 (OUI).

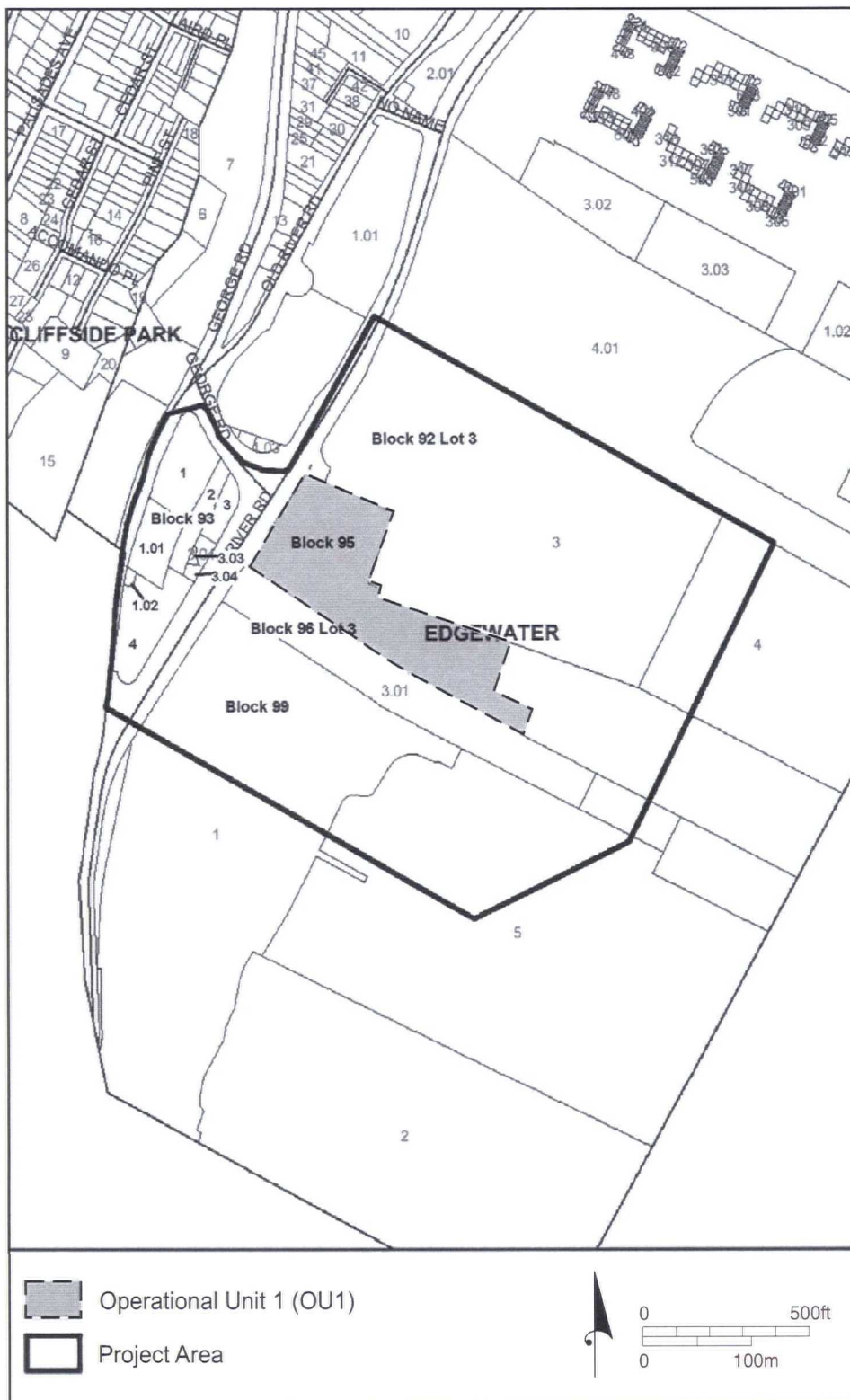


Figure 3. Boundaries of OU1 and tax parcels within Project Area.

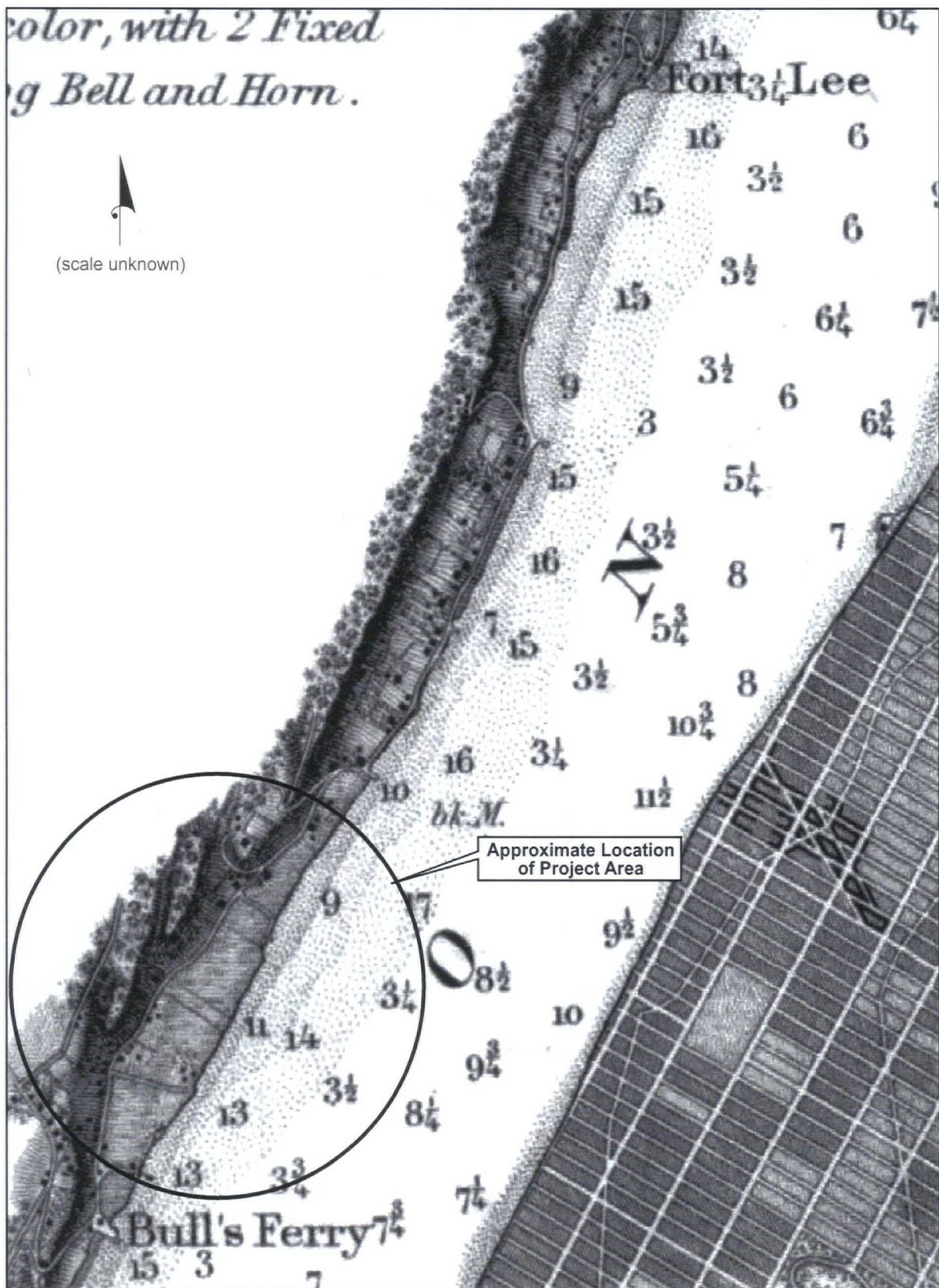


Figure 4. Project Area location in 1866, detail of United States Coast Guard Survey map (USCGS 1866).

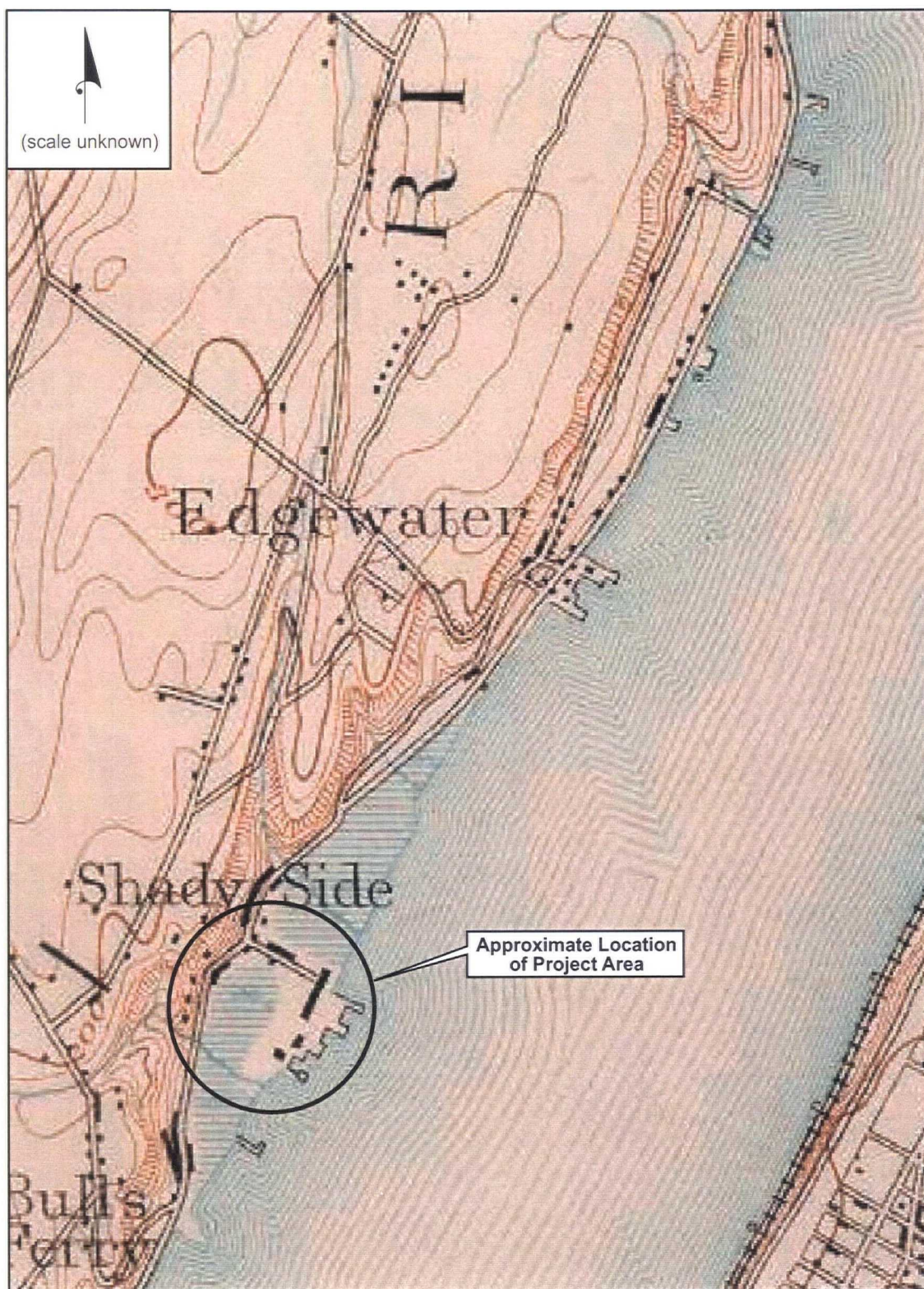


Figure 5. Project Area location in 1891, detail of *Harlem, NY* quadrangle, 15-minute series (USGS 1891).



Figure 6. Project Area location in 1947, detail of *Central Park, NY-NJ* 7.5-minute quadrangle (USGS 1947).

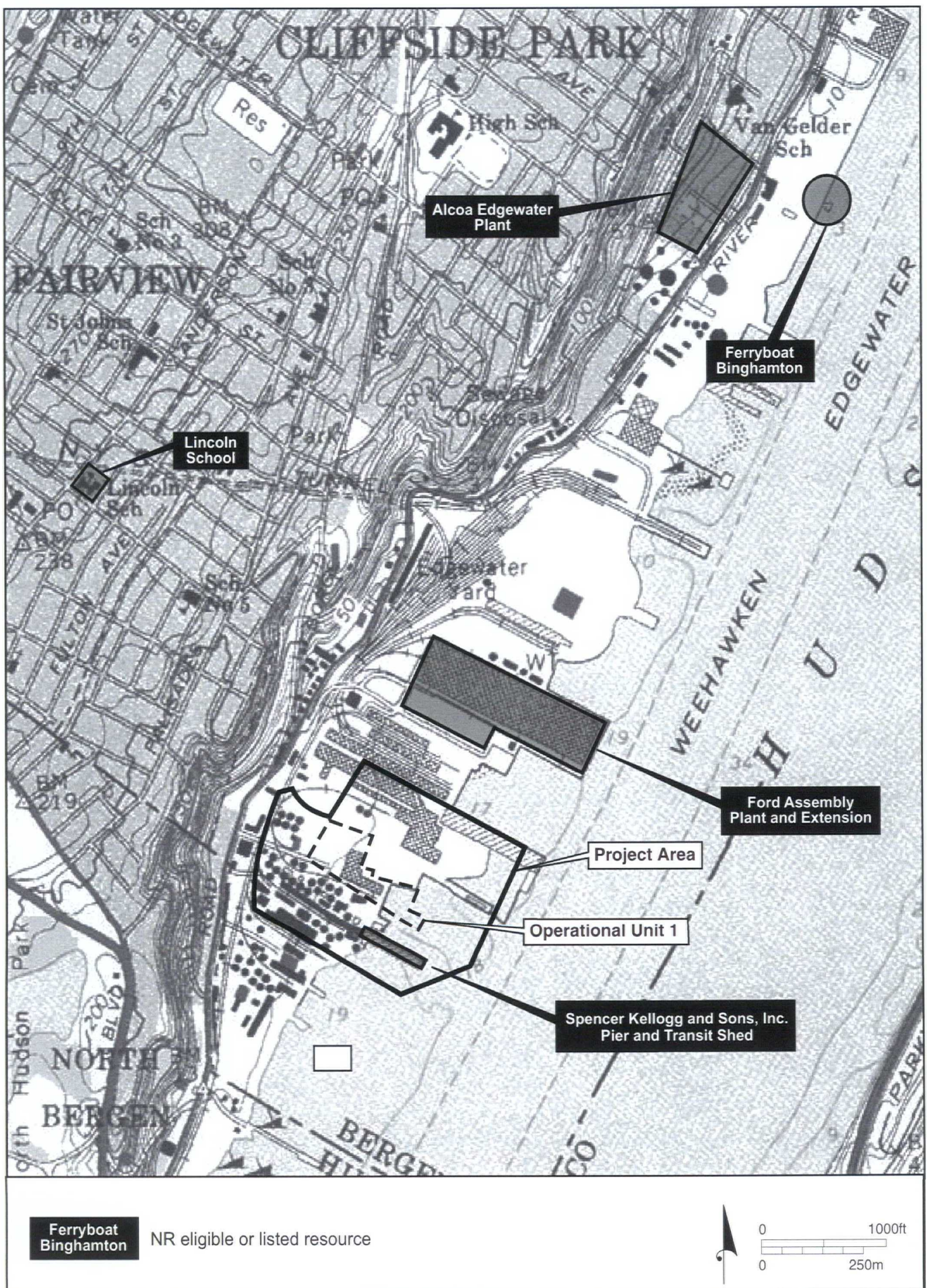


Figure 7. National Register of Historic Places eligible resources within 1 mile of Project Area.

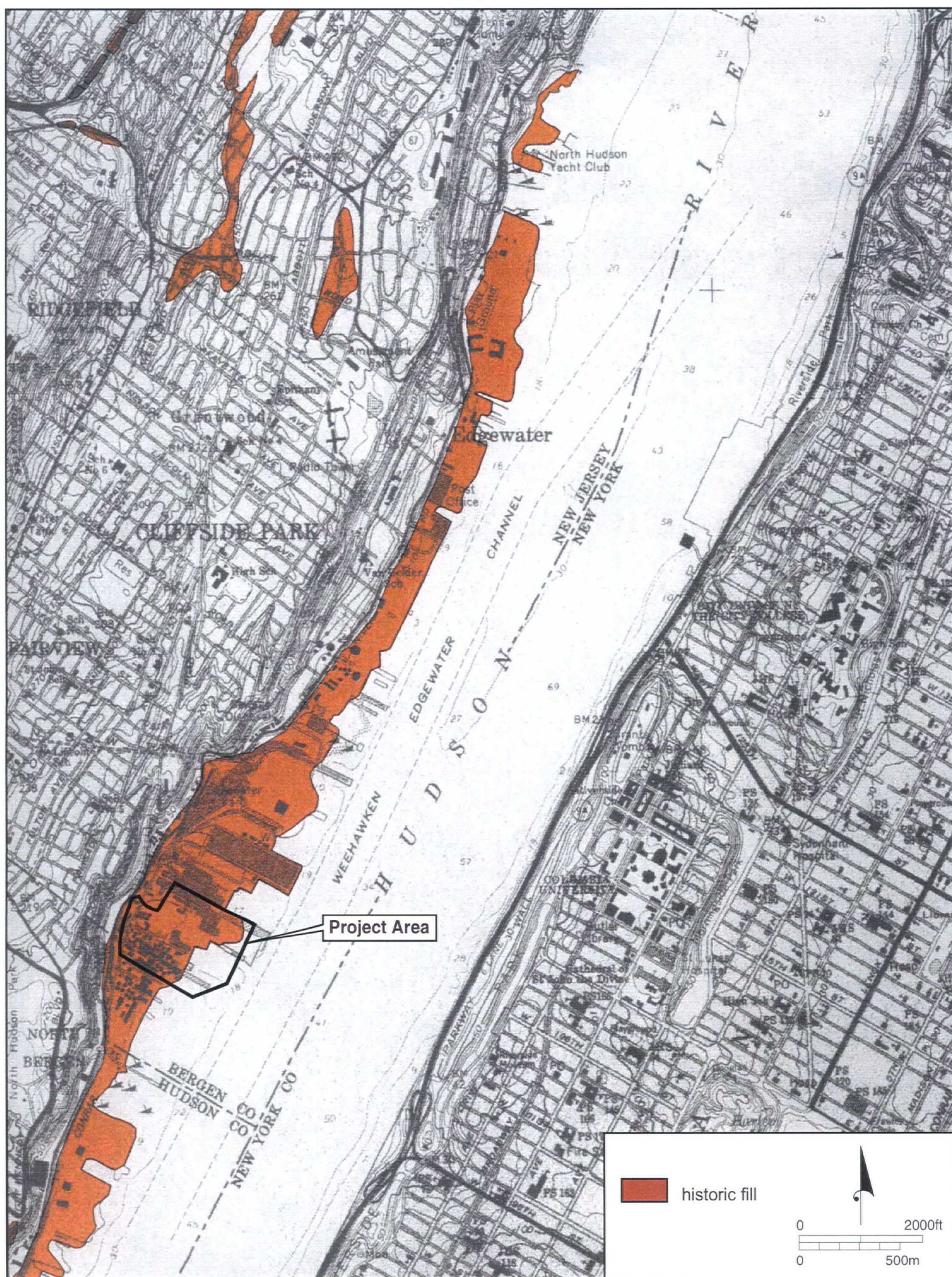


Figure 8. Project Area location, detail of *Historic Fill of the Central Park Quadrangle* (NJDEP 2004).

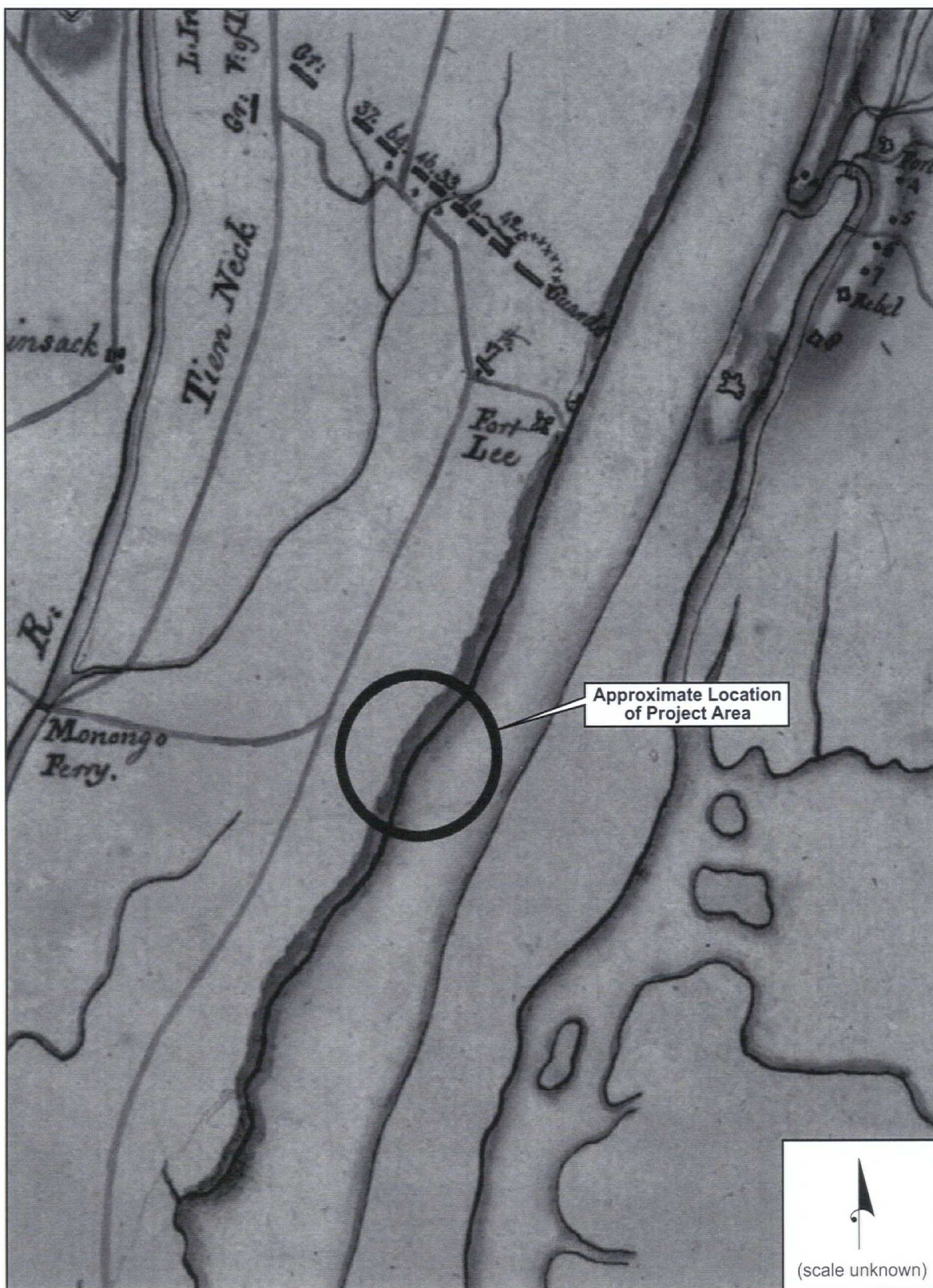


Figure 9. Project Area location on 1776 map of Fort Lee and vicinity (Anonymous 1776).



Figure 10. Project Area location in 1811, detail of Eddy's *Map of the Country Thirty Miles Round the City of New York* (Eddy 1811).



Figure 11. Potential for historic archeological deposits within Project Area.



Figure 12. Potentially historic buildings within Project Area.

Plates



Plate 1. West part of OU1. From “The City Promenade” parking lot, looking west.



Plate 2. Dumpster and drums in eastern area of OU1. 115 River Road LLC parking garage in rear. Looking southeast.



Plate 3. Eastern area of OU1. Looking south.



Plate 4. Elevation of eastern parking lot area built up on fill/rip-rap, looking west.



Plate 5. The City Promenade and parking lot north of OU1. Looking northeast.



Plate 6. Southwest corner of 115 River Road LLC, the former Spencer Kellogg and Sons, Inc. building. From River Road, looking east northeast.



Plate 7. Parking garage at location of former Spencer Kellogg and Sons, Inc. pier and transit shed. Looking south.



Plate 8. West part of OU1, from parking lot, former Spencer Kellogg and Sons, Inc. building in rear. Looking west.



Plate 9. South façade of 115 River Road LLC, the former Spencer Kellogg and Sons, Inc. building. Looking north northeast.



Plate 10. Surface conditions in eastern portion of OU1. 115 River Road LLC, the former Spencer Kellogg and Sons, Inc. building in rear. Looking south.



Plate 11. South façade of Faesy & Besthoff industrial building on block 93. Looking northeast.



Plate 12. West façade and southwest corner of Faesy & Besthoff industrial building on block 93. Looking north.



Plate 13. Area between Faesy & Besthoff industrial building and brick building on block 93, lot 3.03. Showing rail system trestle. Looking north.



Plate 14. Southeast corner of brick building on block 93, lot 3.03. Looking north northwest.



Plate 15. North façade of “Jono’s Restaurant and Cantina.” Looking south southeast.



Plate 16. West façade of pump house on block 93, lot 1.02. Looking east.



Plate 17. Pier located at northeast end of “The City Promenade” parking lot. Looking east.



Plate 18. Detail of pier located at northeast end of “The City Promenade” parking lot. Looking east.